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QUARTS, PINTS
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ESTABLISHED A.D. 1841.

Hongkong, 18th July, 1906. [30]
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Lester.

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DEATH.

On 15th July, at Swinton, Harold Burton, of Messrs Buttefield & Swire, aged 38 years. 1855

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 19TH, 1906.

FOLLOWING our remarks yesterday, we may briefly note the numerous kindred references that have appeared in the press since Dr. RICHARD'S quaint comments. Christendom seems to be ignoring the parable of the lilies, and taking thought, not only for its own to-morrow, but for all the to-morrows of the Chinese and Japanese. Perhaps the most interesting is Mr. A. R. COLQUHOUN's contribution to the *Fortnightly*, on "Christianity and China". Where Mr. Colquhoun sticks to his subject, his utterances appear quite authoritative. It was necessary, perhaps, considering the "sinuousness" of many of his readers, to insist that the Chinese are not lacking in the moral sense; and he had also the right to add his opinion of the influence on the Chinese character of the respective cults that have found a home in the Empire. He notes a change which we do not consider as real as it seems: formerly we were told that the common people welcomed Christianity and the government and literati were hostile to it. It is now the latter who are ostentatiously friendly, while the anti-missionary feeling is spreading throughout the country. The missionary with sufficient experience and candour has admitted that at bottom there has been no vital change of sentiment on either side. When we were told that "the common people welcomed Christianity" we were told what was not true, or at least, we were deceived by exaggeration. When Mr. Colquhoun considers the prospects of Christianity in China, he asks what

Christianity has to offer to China. Ethics? Christian ethics, he contends, are inferior to her own, for while our moral system is based on individualism hers is founded on family life. "The spiritual consolations and upliftings of our religion do not have the same appeal to a people whose fundamental idea of virtue is stoicism, and whose mystical side has been fed to repetition." "But," he adds elsewhere, "Christian civilisation without doctrine has much to offer China, and the benefits of advanced humanitarianism, of applied science, and of personal devotion to an ideal are beginning to bear good fruit after a long period in which their connection with the hated foreigners and his ways was their great obstacle." Japan became as efficient as the barbarian, without adopting his religion; China cannot have failed to notice this.

"The conviction of sin and the longing for salvation do not enter into the Chinaman's purview of life, and when we reflect that many things which we call sin are virtues in his eyes it is hard to see how we are to bring these things home to him." Mr. COLQUHOUN further says, "Chinese philosophy and morality are breaking down of themselves before the impact of materialism, and, dark as the outlook has been and still is for the spread of the dogmas of Christianity, there is reason to believe that the efforts of Christians to raise the Chinese standard at just those points where it is lowest—in humanitarianism, respect for women, and other respects—will eventually win the day, the juries having been previously warned not to attend yesterday."

Some of Mr. COLQUHOUN's commentators drag him with them into the error of "Christian civilisation", the civilisation of Europe which has grown out of "Europe's" religion, and so on. Perhaps it is only fair that as Christianity is so often blamed for European naughtinesses, it should have credit for all the European virtues and Civilisation and Christianity, however, are not so indissolubly bound up as many innocent people seem to assume. Social amenities are evolved of necessity, quite independently of religion. Ethics never have hung on to the tail of any religion, though some religions have lied, pampered, etc., upon ethics, with but little of their own to justify their existence. The subject is not a particularly savoury one, and it is fortunate that a man like Tolstoi, in his essay on "Church and State", should have given a list of the ladies and gentlemen who have promised the Hongkong Volunteer Corps to sing at their concert on Saturday: Mrs. Baddeley, Mrs. Frank Maitland, Messrs. Frank Austin, P. W. Goldring, F. Carr, H. Morhouse, F. H. Thomas, Sydney Moutte and G. W. C. Burnett.

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POLICE COURT.

Wednesday, July 18th.

BEFORE MR. H. H. J. GOMPERTZ
(FIRST POLICE MAGISTRATE).

A TIPSY INTRUDER.

D. Meyer, commission agent, was charged with behaving in a disorderly manner in Mr. M. Basson's private house while drunk, assaulting the complainant and his son, and damaging property to the extent of \$2.

Shortly after nine o'clock on Tuesday evening the complainant heard someone knocking at his door. He went to see who it was and defendant pushed the door open and struck him. Complainant's son, on rushing out to learn the cause of the trouble, was drawn into the mêlée, and a woman who endeavoured to separate the contestants was knocked down. During the fight 82 worths of glass were destroyed, and residents in the adjoining houses, hearing the disturbance, blew whistles which caused defendant to take to his heels. While running away, however, he was overtaken by Inspector Brown and arrested.

Defendant stated that on the night of the assault he had taken a few drinks only, but "some cigar ash must have got into his last, as it went to his head". On leaving an hotel he went to visit a friend at No. 9, Stanton Street. The same staircase led to his friend's house and complainant, by a mistake, entered the wrong door, and complainant and his people rushed out and thrashed him with sticks.

His Worship, in finding the defendant guilty, reminded him that a man's house was his castle and he had no right to enter without permission. A fine of \$25 was imposed, and defendant was bound over to keep the peace for three months.

ONLY CURIOUS.

U. Hayashi, curio dealer, of No. 13, Praya East, was charged with being in possession of ten swords without the permission of the Captain Superintendent of Police.

When the weapons were shown to his Worship he remarked that they were only curios, and would in all probability be found in the shop of Messrs. Kuhn and Komor. They were sold widely in London and he did not think the present charge should be brought.

The case was adjourned until the Captain Superintendent of Police had been communicated with. Afterwards his Worship imposed a fine of \$1, and ordered the men to be confined.

A DANGEROUS GADGET.

Captain Walker, of the river steamer *Kung Yung*, charged two natives with sending or carrying on board his vessel 10 lbs. of dynamite under a false description, and with sending the said dynamite on board without strictly marking the nature of the goods outside the package.

Chief Engineer Cedars of the *Awayn Tug* said he found 100 lbs. of dynamite concealed amongst the coal on board. The dynamite was in cardboard box & found which when wrapped was wrapped. The first defendant was one of the crew, but he did not know the second man.

Defendants stated that they thought the dynamite was medicine, as the man who gave it to the second said it was.

His Worship did not believe their story and fined each man \$500, the alternative being six months' imprisonment.

IMPERIAL RATING: A POLICEMAN.

Lan Chan was charged with assuming the designation of a police officer.

Defendant accused a hawker, told him he was a lukong, and asked him to hand over some cash. Because he refused, the defendant reproved him with his boot, but was later arrested.

He was fined \$25, in default six weeks' imprisonment and six hours' stocks.

WEIHAIWEI.

BUSINESS AT A STANDSTILL.

The merchants of Weihaiwei pressed the Commissioner for a definite lease as to the fate of the port. In part they wrote:—

"Owing to this continued uncertainty, trade is paralysed and all business practically at a standstill. Several large transfers of property, which under ordinary circumstances would have taken place have been indefinitely postponed."

"At present no one will venture anything here, and unless something definite is declared shortly, many of us will be compelled to transfer our interests to other places."

Mr. Stewart Lockhart forwarded this to London, and on July 13th replied:—

"I have just received a dispatch from the Right Honourable the Secretary of State for the Colonies, instructing me to inform you that His Lordship has nothing to add to the recent statement in the House of Commons by the Secretary to the Local Government Board, viz.: that it is not considered that the transfer of the Russian Lease of Port Arthur to Japan has made any change in the present status of Weihaiwei, which is leased to His Majesty's Government, and no action is at present contemplated with regard to the lease."

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* arrived at Kobe at 3.30 p.m. on Tuesday, the 17th inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at midnight on Friday, the 20th inst.

The C.P.R. str. *Tertar* arrived at Nagasaki at 7 a.m. on Wednesday, the 18th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 11 a.m. on Friday, the 20th inst.

The Indo-China str. *Kaisany*, from Calcutta and the Straits, left Singapore for this port on the 17th inst., and is due to arrive on the 22nd inst.

The O.S.S. & C.M. str. *Alceines* left Singapore on the evening of the 17th inst., and is due to arrive on the 22nd inst.

The str. *A. Ajcar*, from Calcutta, left Singapore on the afternoon of the 17th inst., and may be expected here on or about the 22nd inst.

The Shire Line str. *Momothshire* left Singapore on the 17th inst., and is due here on the 23rd inst.

THE WEST RIVER OUTRAGE.

VICE-ROY REMARKS "I TOLD YOU SO."

H.E. Vice-roy Shum was, like our correspondent, away from headquarters when the news came of the piratical seizure of the ss. *Satsuma*. His Excellency received a telegram at Whampoa, advising him of the occurrence, and he at once telephoned to H. B. M. Consul-General at Canton.

Our correspondent ascertained the contents of the message to be as follows:—

"(I) Received a telegram stating that the ss. *Satsuma* had been pirates, the captain and crew wounded, and doctor killed. Deeply grieved to hear of it. Have given instructions to both civil and military officials to capture the robbers and recover the stolen goods. Dispatch Wen Thao and Kang Taotai to call on you to investigate the matter.

"The Kwangtung Province has always been infested by robbers and pirates. Year before last when I was in Wuhow I proposed to the government to place Chinese soldiers on board of all foreign vessels and also have braves to search all the passengers' luggage before the steamer leaves port. This to afford entire protection for foreign vessels.

"Consul Wei Wilkinson refused to consent to my proposal. Your Honour is well acquainted with the conditions in Kwangtung, and I sincerely trust you will thoroughly discuss the matter with Taotai Wen and Kang and devise some means of preventing such sad affairs in future. I hope you will entertain my former proposals, which I believe would afford great protection."

The *Cancon Daily News*, as the result of an interview with Chief Engineer Soggié, was able to add the following to its first report:—

"The pirates are supposed to have come on board at Kaukong partly, partly at Kuan-luk, and some might have come already at Canton. They had no rifles, only revolvers; they fired recklessly, but were very bad shots. We saw our dinner finished, the Captain, Mr. Joslin Dr. Macdonald and myself standing outside our cabin door when we saw some shooting. We turned round to help the Indian watchman, thinking some Chinese came amok, when a crowd of Chinese rushed on us firing revolver. Then we realized that it was piracy. We tried to get to the wheelhouse for the arms, but were stopped by another crowd of the pirates, which came from the starboard side, also firing with revolvers. We rushed through them into the saloon. As we got in, the Captain said that he was shot, and laid down on the sofa. Dr. Macdonald attending to him. I closed the doors and the windows on the starboard side and crossed over to the port side to shut the wind out, when the pirates appeared at the windows and fired a number of shots in the saloon. I put the wounded Captain underneath the table and then Dr. Macdonald and myself went also there. The robbers threw now a barling stickpin in the saloon, which severely burnt the Captain and myself. The flames became unbearable and we had to get out of the room. The Captain and Dr. Macdonald left on the starboard side, and I on the port side rushed through the firing pirates and went to the starboard. The robbers followed me up, but I managed to hide behind the tables and remained there until they had left the vessel. On board of the steamer was such a noise of shouting, crying, and revolver shots, that one thought that whole ship was filled with pirates. When I came out again, the firemen told me the Captain was dead, and I went up on the bridge to ask the pilot where the Captain was. He answered he was dead, but could not tell me where his body was. I went down below on the deck and saw a dead body lying, which I took to be the Captain. Then I went to the passengers' rooms to look for Dr. Macdonald. Looking for the switch to turn on the light, I heard a voice calling my name. 'Is it you, Soggié?' I did not believe it was the Captain, supposing he was shot dead, and asked: 'Who are you?' 'I am Joslin' answered the Captain, and then we shook hands congratulating each other on having escaped such a great danger. The Captain told me that the dead body Dr. Macdonald, he had seen him shot. Dr. Macdonald was talking to the pirates in Chinese. 'Don't shoot,' 'Don't shoot,' but in spite of this they fired on him and shot him through the head. The Captain had got in a passenger's cabin and laid down on the bed, when the pirates rushed in to search the room. They saw him lying with the wound exposed and kicked him. But as he did not move, they thought he was already dead and tore off his coat and the ring off his finger and then beat him until I got him out."

During the who-laafie the steamer was in the hands of the pirates, who forced the men on the deck in the engine-room and the plots on the bridge, who were all covered by revolvers, to carry on according to their orders.

"As I came on the bridge, I found out that we were only 12-15 miles from San-hui, and I told the pilot to make for San-hui. Arriving there, I went at once on board of H.I. P. *Gambut* *Mosholi* lying there and told the Commande about the outrage. He and the doctor from the *Mosholi* went with me back to the *Satsuma*. The doctor attended to the wounded. All four of the Indian watchmen were wounded, two of them very badly, also the comrades who got a nasty blow over his head and several Chinese."

In less than no time the piratical fleet was out of sight. When all danger was thought to be over the piloted steamer of the *Satsuma* and promptly cleared her. The native biron at the same time went up to Soggié in his retreat as the messenger of the joyful tidings that "All make go", meaning that the pirates had departed.

The plan of operations must have undoubtedly been laid by a professional, hard-trained by practical experience and aided by a number of confederates no less skilful in the pursuit of the nefarious traffic which has terrorised travellers and traders in this particular district.

Chief Engineer Soggié owes his life no less to his own pluck and valour than to the assistance of his Chinese friend who helped him to a place of refuge behind the boilers. To reach him at this point of vantage, the pirates could only approach singly, and cowards that they were, none dared to show fight.

The Chinese officials and the British and foreign Consular authorities had been communicated by wire from Samshui the main outlines of the tragedy, and so on the arrival of the *Satsuma* at Canton the principal officials promptly boarded the vessel, on a preliminary visit of investigation. Taotai Wen Tsang-yao appeared on behalf of the Vice-roy.

The injured Chinese passengers were all removed to the Canton Hospital and Captain Joslin's wound was dressed by Dr. Daverton.

The *Shire Line* str. *Momothshire* left Singapore on the 17th inst., and is due here on the 23rd inst.

The str. *A. Ajcar*, from Calcutta, left Singapore on the afternoon of the 17th inst., and may be expected here on or about the 22nd inst.

The *Shire Line* str. *Momothshire* left Singapore on the 17th inst., and is due here on the 23rd inst.

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The *Shire Line* str. *Momothshire* left Singapore on the 17th inst., and is due here on the 23rd inst.

The *Satsuma* presented a pitiful sight of wreckage and debris—in the shape of smashed doors, splinters of wood, a profusion of broken glass windows, and bullet-riddled panels—after the whole hull she was held in the rutches mercy of the pirates.

From a friend of the late Rev. R. J. J. Macdonald, M.D., the *Canton Daily News* received the following:

Monday, July 16, 1906.

At 8 a.m. this morning the ss. *Nanning* left Canton on her usual run to Wuhow, and on board were the remains of the Rev. Dr. Macdonald, which are being conveyed back to his late home, which is to be his last earthly resting place. The Rev. S. G. Tops brother-in-law to the deceased, Rev. T. Robinson, Rev. H. Anderson, all of the Wesleyan Missionary Society, accompany the body, and they will be joined by Dr. Webb Anderson, of Fatsian, by train at Samshui. A large number of friends have sent off and several floral tributes were placed on the coffin.

On Sunday afternoon at Williams' Hall, Shamian, Rev. C. Ross, M. D. B. Sc. preached the sermon, and touching tribute was paid to the late doctor, who had been a colleague at Wuhow with the preacher.

The evening service at the Canton Hospital, Kuk-fu, also contained much deep feeling, which was especially felt in the singing of the well-known hymn "For all the saints who from their labours rest".

CHINA AND JAPAN.

A SECRET TREATY?

Military Life, a paper published at the General Staff in Harbin, has "discovered" a secret treaty between China and Japan or, rather, seven secret articles additional to the treaty as already published. These articles are:—

(1) China will send a number of young students to Japan to study military and naval matters.

(2) Japanese instructors will be engaged for the Chinese troops in Mongolia.

(3) Russian or German military instructors will, on no account whatever, be ever engaged by China.

(4) In case of war Japan and China will act together.

(5) China will allow Japan certain ports for her fleet and several points inland for her troops, these points to be selected by Japan.

(6) All munitions for the Chinese army and fleet to be bought in Japan.

(7) No concessions to be given to foreigners in China or beyond the Great Wall.

The same paper gives us a lot of information about what Japan is doing in Sinkien and Korea and Manchuria and concluded that a nation which is spending so much money on these places and on strengthening herself can only be preparing to make war again in ten years' time in order to wrest from Russia the last remnants of her Far Eastern empire. *Military Life* evidently regards the Peace of Portsmouth as a short truce, regards the Anglo-Japanese Alliance as an arrangement intended to secure her against interruption when she is preparing for thunderbolts.—*N.C. Daily News*.

AMERICAN STEAMER BEACHED.

REPORTED MUTINY.

The *Japan Chronicle* of July 8th said:—It was reported yesterday morning that a sailing vessel, named the *Ayao*, had been beached some four miles from Yuki, on the coast of Awa province, Shikoku. Later the report was circulated that the vessel was the C.P.R. *Athenas*, but last evening the *Kobayashi* authorities were informed by telegraph that the vessel was a steamer, and the steamer is proceeding very rapidly under the charge of a Chinese civil engineer educated in America, and it is to be completed in 1907. Yuan Shih-kai being most anxious to show what China can do, and it is practically impossible therefore for China to yield to Russia's demands in this respect. The railway material was procured from France. Russia asks that she shall build a line across country from Manchuria to Li, stretching over approximately forty degrees of longitude, and measuring roughly eighteen hundred miles, in addition to the line from Li to Kalgan already alluded to and a branch line through Manchuria to the Trans-Siberian Railway.

Business representative has been promoted by special decree of the Emperor and Dowager Empress of China, and confirmed in his appointment in the conference with M. Pokotloff, with direction that he is at all hazards to maintain the territorial integrity of Manchuria as a portion of the Chinese dominions. He is thus encouraged to be still more stiff-necked, and the negotiations on which hinge the execution of the Russian bargain to "evacuate Northern Manchuria will, it may be expected, last for a long time to come.

Meanwhile, the Dalai Lama, who has been in Mongolia seeking to stir up a rebellion in that quarter—as though China had not embroiled enough—and is now in a temple in Sain-nop, close to Uru, has been ordered by the Peking Government to make his way back to Tibet as quickly as possible. Whether his presence there is really desired, however, or whether he will comply with the Chinese Government's request, is doubtful.—*Japanese*

sources.

RUSSIA AND MANCHURIA.

The Chinese Foreign Office has been appealed to by the Chinese and Manchu residents of Northern Manchuria concerning the high-handed behaviour of the Russian troops in Harbin and other places in Chinese territory, who pillage the inhabitants right and left and frighten them from their homes. Prince Ching, who has been on an inspecting tour, states that the farmers are in a destitute condition on the Kirin border through the Russians having acquired their lands. It may be asked why has not the partial Russian evacuation of the North of Manchuria been carried out according to

promise, simultaneously with the substantial clearance of Japanese troops from the Southern section? The reply, it seems, would involve a reference to Russian designs in Mongolia, for the settlement of the difficulty as regards Manchuria is being delayed in order to put pressure on the Peking Government to consent to various demands put forward by M. Pokotloff, who has complained that the Chinese representatives in the negotiations is "too stiff-necked".

In the course of the past four months and a half all that has been accomplished is that Russia is said to be prepared to comply with the stipulations of the Portsmouth Treaty when, and only when, China concedes mining and railway privileges to Russia not only in Northern Manchuria but in Mongolia and Chinese Turkestan, and also recognises the private agreement concluded between Admiral Alexeiff and the afterwards degraded Taotsu of Mukden in 1901. To these demands the "stiff-necked" ones show no intention of yielding. The old claim to fall timber on the banks of the Yen, too, has been revived, it is understood, though only as respects the north of Manchuria side. But it is in a gavd to the railway privileges asked for by Russia in Mongolia and Turkestan that China feels the pinch most acutely, for she has resolved to build the lines herself, and in particular to extend the Peking-Kalgan Rail by (on which none but Chinese have been engaged, engineers included) as far as Urga, across the Desert of Gobi or Shensi. Yuan Shih-kai, Viceroy of Chihli, wishes that the wholeline to Urga should be constructed as the joint enterprise of the Peking Government and the country of the region affected, in the same way that the railway from Kashgar to Yarkand has been taken in hand by the local officials and gentry who propose to carry it southwards in the direction of Cashmere.

It is obviously not China's intention to allow Russia enterprises to have mastery all its own way in those remote districts. The ironworks at Hsin-chung belonging to Viceroy Chang Chih-tung have contracted for the delivery of 341,000 tons of rails for the railways of Western China at about 70 taels per ton. The work of constructing the line from Peking to Kalgan, a town just beyond the Great Wall, has been completed

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, CODE: A.H.C., 5th Ed.
Liber.

Tel. No. 33 Telephone No. 12.

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THIS FOURTH MEETING of the Season will be held at the HARRY VALLEY, on SATURDAY, the 21st instant, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 2 and 4.

C. G. MACKIE,
Hon. Secretary.

Hongkong, 18th July, 1906. [1431]

NEW ADVERTISEMENTS

TO LET.

EITHER IN WHOLE OR IN PART.

"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—

E. M. HAZELAND,
No. 35, Queen's Road Central,
or to

WING-ON, Contractor,

No. 34, D'Aguilar Street,

Hongkong, 19th July, 1906. [1436]

THE TRADE MARKS ORDINANCE,

1898.

NOTICE IS HEREBY GIVEN that LAI CHUN & COMPANY, of No. 122, Wellington Street, Victoria, Hongkong, CIGARETTE MANUFACTURERS have on the 20th day of May, 1906, applied for the registration in Hongkong in the REGISTER OF TRADE MARKS of the following TRADE MARK:

1. A device showing a Sea Fairy holding THREE GOLDEN CASH Tied to a Ribbon Overhead and Dancing.—On the ground are strown Four Golden Cash.—Behind the Sea Fairy is a City wall.

2. A device showing a Sea Fairy holding THREE GOLDEN CASH Tied to a Ribbon Overhead in the act of Dancing.—By the Fairy's right, on the floor is a Golden Cash standing upright, while Two Golden Cash standing upright are on the left side of the Fairy. The whole device is within a Flower Border.

3. A distinctive device showing a Man Sitting on a Chair by a Table with his Left Arm resting on it holding with his Right Hand a Lighted Cigarette in the act of puffing.—A Box and two Tins purporting to contain Cigars and Cigarettes are on the Table. The Man appears to be Sitting within a Curtained Space and on the background a Steamer could be seen.

4. A label containing a Tobacco Plant in Blossom upon a Gil background, in the name of LAI CHUN & COMPANY, who claim to be the proprietors thereof.

The TRADE MARKS are intended to be used by the Applicants forthwith in respect of the following goods:

CIGARETTES IN CLASS 45.

Fac-similes of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

F. X. D'ALMADA E CASTRO,
Solicitor for the Applicants.

Dated the 18th day of July, 1906. [1437]

BRITISH INDIA COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"Zaida."

Captain A. M. Rait, will be despatched above on THURSDAY, the 20th inst., at DAY-LIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 19th July, 1906. [1438]

BUCKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM KOBE AND YOKOHAMA.

THE Company's Steamship

"MARVARII."

Having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk, into the Godowns and/or extra Godowns (Godowns on the Hongkong and Kowloon Wharf and Godown Company, Ltd., whose delivery may be obtained).

Optical Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before NOON on the 2nd July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th July will be subject to rent.

Bills of Lading will be consigned by

SANDER, WIELER & CO., Agents.

Hongkong, 18th July, 1906. [1439]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer

"SUNPA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ & STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:—

From London, ex. ex. Calcutta.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th July, 1906. [1440]

INTIMATIONS

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive). By Order of the Board of Directors.

A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [1439]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of ONE DOLLAR TWO PENNY per Share for the Six Months ending 30th November, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [1439]

NOTICE.

ARRIVED HONGKONG FROM CALCUTTA, PEKING AND SINGAPORE, 8th December, 1905. ON FIRE 22nd November, 1905, between Singapore and Hongkong.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & CO., HONGKONG, General Managers, Indo-China's N. Co., Ltd., before 31st July, 1905; otherwise they will not be recognized.

Hongkong, 16th July, 1906. [1421]

NOTICE.

WE HEREBY beg to Notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of our accounts, AND OUR SHREFFERS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LTD.

Hongkong, 4th July, 1906. [1431]

NAVY CONTRACT.

TENDERERS are invited for the SUPPLY OF MISCELLANEOUS MATERIALS (Firewood, Lime, White, Charcoal, etc., etc.) from 1st August, 1906, to H. M. DOCKYARD, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Dockyard, and should be returned not later than the 23rd July, 1906.

A Deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the tender is declined.

Hongkong, 18th July, 1906. [1432]

NOTICE.

WANTED for the Land Survey Branch of the PUBLIC WORKS DEPARTMENT a LAND SURVEYOR with Good Qualifications. Engagement to be Temporary and Terminable at Month's Notice. Salary £20 a month. Applications to be made to the Director of Public Works.

W. CHATHAM,
Director of Public Works.

Hongkong, 16th July, 1906. [1429]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

ITAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matter aforesaid to the undersigned.

Any person examined as a witness in the inquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 7th July, 1906. [1431]

HONGKONG VOLUNTEER CORPS

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE

VOLUNTEER PARADE GROUND

ON

SATURDAY, 21ST JULY,

AT 9.15 P.M.

TICKETS (\$2 and \$1) can be obtained from

VOLUNTEER HEADQUARTERS (near Hongkong Club) and from the ROBINSON PIANO CO.

Hongkong, 16th July, 1906. [1420]

ON SALE.

RATES OF EXCHANGE AT HONGKONG.

FOR DEMAND DRAFTS ON BOMBAY,

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (from 1900),

and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or

Local Booksellers.

Hongkong, 16th April, 1906. [1430]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer

"SUNPA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ & STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

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No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th July

FOR SALE

FOR SALE OR TO LET.

AT THE PEAK.

A FIVE-ROOMED HOUSE, with Drying Dressing, and Bath rooms; distant thirteen minutes by chair from the Tram Kitchen and Servants' Quarters. For Particulars and Terms, apply to— SHEWWAN, TOMES & CO., Hongkong, 9th May, 1906. [1012]

STORAGE.
For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purposes. EXPENSIVE WATER FRONT. DEEP WATER.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong, 3rd October, 1905. [45]

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [563]

S I E N T I N G .

S U R G E O N D E N T I S T .
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [698]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M.

and from Macao at 2.30 P.M.

FARES.—(Week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates:

SUNDAYS ONLY.

1st Class, Single \$1.00

With Cabin \$2.00

1st Class, Return \$2.00

With Cabin \$3.00

3rd Class, Single 40 Cts.

Return 60 Cts.

Steerage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Harbour cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.

2nd Floor, 16 Victoria Street.

Hongkong, 22nd June 1906. [21]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS AT 31ST DECEMBER, 1905 £17,857,119

I. AUTHORIZED CAPITAL 250,000
SUBSCRIBED CAPITAL 2,750,000
PAID-UP CAPITAL 697,500

II. FIRE FUNDS 3,385,720 19 8

The Undersigned, AGENT'S, for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWWAN, TOMES & CO.

Agents.

Hongkong, 11th July, 1906. [134]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.

Agents.

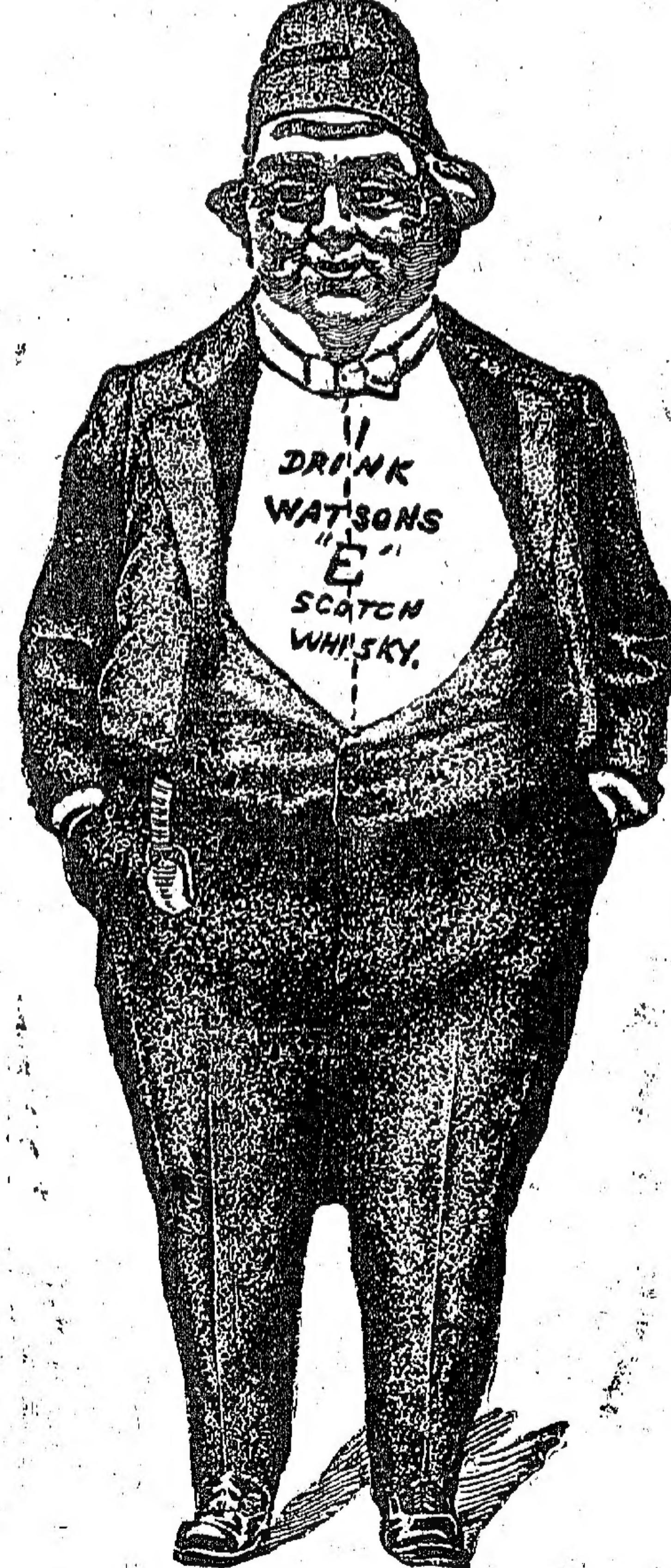
Hongkong, 21st April, 1897. [31]

L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSSSEN & CO.

Hongkong, 1st January, 1904. [29]



\$15.00 PER CASE.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS,

ALEXANDRA BUILDINGS,

ESTABLISHED, A.D. 1841.

1334

INTIMATIONS

DAVID CORSA & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS BELLAIGE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agents.

REGISTRATION OF PARTNERS.

A HOT PARTISAN.

The Penang Gazette remarks: We have good reason to believe that the present wealth of the country and the importance of his office, there is no disposition among many of his countrymen to augment that amount. The House of Representatives refuses to grant £5,000 for travelling expenses for the forthcoming year for the President, his family, and guests, which sum would have relieved the President considerably, for he is not a rich man, and the cost of visiting different States officially, if he is obliged to pay his own expenses, will be a heavy burden. Hitherto, it is true, the railway companies have only been delighted to place a train at the President's disposal free, but lately Mr. Roosevelt has taken the view that it is very difficult to deal with some of the manifest railway evils which are arising for reform if he accepts favours from the companies. He, therefore, sought to secure from Congress a special vote for a travelling allowance.

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Perhaps the vote may be restored later on, but in the meantime it has been knocked out. One representative wanted to make things easier for the President by increasing his salary to £20,000, but no, Mr. Williams, the minority leader, said that President Roosevelt had £10,000 a year from the country, also an establishment at the White House, which left him practically no expense except for marketing. Why should he want more? "It is true that the Governor-General of Canada gets £10,000 a year, also that the Governor of Australia has £10,000 a year, and a rich country like America can afford to pay good salaries. That does not affect the question." Mr. Williams, in fact, declared himself in favour of the simple, thrifty life for the country's first citizen, declaring that there is too much jostling by public officials of all kinds and public officials, after all, are the hired hands of the people."

It was not expected that the President could save anything out of his salary for a rainy day, and in answer to the question, What shall we do with the ex-President? the minority leader, Mr. Williams said: "We should do with them what we do with our blacksmiths, carpenters, and judges."

The question is shelved for the moment, but must come up again, because many wise Americans are coming to the conclusion that some of the very best men in the country simply cannot afford to enter the public service which suffers on that account. The salaries given to some of the highest public officials here seem absolutely paltry by comparison with the salaries given to the men directing American business corporations which are often colossal. The result is that much talent capable of rendering great services to the State is diverted to the railways and other big business enterprises.

The New York World's special correspondent at Washington mentions that Mr. Roosevelt saw a number of newspaper correspondents, explaining to them that £5,000 yearly would only just meet the expense of his official visits to different parts of the country. On every journey he is virtually compelled to take with him two special detectives, three representatives of the Press associations, a secretary, and a stenographer. The practice of previous Presidents had laid down a rule in addition, that the President is always expected to provide accommodation on his railway car for officials and local newspaper representatives.

If he could travel as an ordinary citizen he could save money, but custom determined otherwise.

Institutions inviting the President to visit them, such as the Carnegie Institute at Pittsburgh, are able and willing to defray all his expenses, but other institutions cannot do this, and he would use the allowance of £5,000 for that purpose. The Swanee Institute in Tennessee, and the college at Kansas have urged him to come and make speeches. He desires to do so, but they are unable to pay the expenses, and unless Congress supplies the money he will be unable to go.

The World's Washington correspondent says that Mr. Roosevelt also justly complains that because Congress has not provided suitable stabling at the White House his favourite horse, presented to him by a Russian, is dying there. It is alleged that, owing to the insatiable conditions it is the intention of the President, as communicated to the correspondents the other day, to ask that the White House stable shall be closed, and he be given authority to keep his horses elsewhere.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT Co., Ltd. is prepared to supply any quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag—W.

J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1906. [1243]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK".
3.1. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	96 "
Width of Entrance on Bottom	89 "
Water on Blocks at Spring Tide	34 "

DOCK NO. 1.

Extreme Length	523 feet.
Length on Blocks	613 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	26 "

DOCK NO. 2.

Extreme Length	371 feet.
Length on Blocks	320 "
Width of Entrance on Top	68 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.

Suitable for vessels up to 1,000
THE WORKS are well equipped with
LATEST PLANTS and APPLIANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

The COMPANY has the powerful steamer
"OURA MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready

Short Notice. 1173

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnier, Latit Charnier and Special Skin Tonic and Pouder Charnier will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

731

MR. ROOSEVELT'S SALARY.

A HOT PARTISAN.

The Penang Gazette remarks: We have good reason to believe that the present wealth of the country and the importance of his office, there is no disposition among many of his countrymen to augment that amount. The House of Representatives refuses to grant £5,000 for travelling expenses for the forthcoming year for the President, his family, and guests, which sum would have relieved the President considerably, for he is not a rich man, and the cost of visiting different States officially, if he is obliged to pay his own expenses, will be a heavy burden. Hitherto, it is true, the railway companies have only been delighted to place a train at the President's disposal free, but lately Mr. Roosevelt has taken the view that it is very difficult to deal with some of the manifest railway evils which are arising for reform if he accepts favours from the companies. He, therefore, sought to secure from Congress a special vote for a travelling allowance.

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SHIPPING.

ARRIVALS.

HANSHIATE, Japanese cruiser, 4,300, Ishibashi, 18th July—Toumoune 16th July.
JAPAN, British str., 1,795, F. Notley, 17th July—Shanghai 14th July, General P. & O. S. N. Co.
KANGU, British str., 1,143, T. W. Pickard, 180, July—Newchwang and Chefoo 12th July, General—Butterfield & Swire.
KUOKANG, British str., 1,226, Miller, 18th July—Shanghai 11th July, General—Butterfield & Swire.
MADELEINE RICKMERS, German str., 1,020, S. Simonson, 18th July—Bangkok 7th July, Rick—Butterfield & Swire.
MARIAH, British str., 5,658, H. C. Norris, 18th July—Kobe 12th July, General—Sander, Wieler & Co.
MANAN MARC, Japanese str., 1,214, S. Tagami, 18th July—Swatow 17th July, General—Osaka Shosen Kaisha.
MANTO, British str., 4,672, G. M. Montford, 18th July—London 9th June and Singapore 13th July, General—P. & O. S. N. Co.
PEACE, British str., 5,805, J. Burrows, 18th July—Shanghai 15th July, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
July 18th.
Card Hittichchen, German str., for Haiphong.
Harmon, British str., for Swatow.
Heidem, Norwegian str., for Swatow.
Japan, British str., for Singapore.
Johannes, German str., for Swatow.
Prima, Norwegian str., for Calcutta.

DEPARTURES.

JULY 18TH.
ALEXANDER, German str., for Haiphong.
CHINCHI, British str., for Australia.
CHIENH, Chinese str., for Shanghai.
CLARA JEROME, German str., for Hongkong.
DENS STAK, British str., for Shanghai.
DIEU French str., for Haiphong.
KALDEN, British str., for Haifa.
MACLAINE, American str., for Manila.
MUNSTRADE, British str., for Vancouver.
P. & O. LUDVIG, German str., for Shanghai.
PROSPECTUS, British str., for London.
S. MELA, German str., for Shanghai.
SEYDLITZ, German str., for Europe.
TICHIKAN MANU, Jap. str., for Kuchinotsu.

SHIPPING REPORTS.

The British str. "Kinkung" reports. Light winds and fine weather.
The British str. "Kashung" reports. Light variable winds, fine and clear. On 16th July passed H.M.S. "Thistle," bound north.

VESSELS IN DOCK.

A BERKEN DOCK—
KOWLOON DOCK—
Alto, Magalhaes, Her-
cules, U.S.A.T. Logall, Cranley, Tonquin,
Promethia, Taxon, Cosmopolitan DOCK.—Proteus.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHEW

THE Company's Steamship

"HAIMUN."

Captain A. J. Robson, will be despatched for the above Ports TO-DAY, 19th inst., at 2 P.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 16th July, 1906. [1424]

BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SINGAPORE AND CALCUTTA.

THE British Steamship

"MARWARJI"

Captain Norris, will be despatched for the above Ports TO-MORROW, the 20th inst., P.M. For Freight, apply to Sander, Wieler & Co., Agents.

Hongkong, 14th July, 1906. [1416]

THE NORTHERN STEAMSHIP CO., LTD., OF ST. PETERSBURG.

FOR OUESSA.

THE Steamship

"SELENGA."

will be despatched for the above Port on or about 21st instant. For Freight & Further Particulars, apply to BRADLEY & Co., Agents.

Hongkong, 14th July, 1906. [1417]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Bourdon, will be despatched for the above Ports on or about MONDAY, 23rd inst. For Freight or Passage, apply to G. de CHAMPEAUX, Agent.

Hongkong, 17th July, 1906. [1422]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-PANGKOK LINE.

FOR BANGKOK VIA SWATOW.

THE Chartered Steamship

"PROTEUS."

Captain N. C. Krabbe, will be despatched as above on TUESDAY, 24th inst., at NOON. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Prince's Building.

Hongkong, 19th July, 1906. [1413]

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAIA & MACASSAR. (Taking cargo to all ports in Netherlands India on through Bill of Lading.)

THE Steamship

"TIJIPANAS."

Captain Pander, will be despatched for the above Ports on or about the 23rd inst. For information as to Freight and Passage, apply to Head Agent of the JAVA-CHINA-JAPAN LIJN, (York Buildings, 1st Floor), Hongkong, 16th July, 1906. [1425]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAMES FLAG & KG. BERTH CAPTAIN

FOR FREIGHT APPLY TO TO BE DESPATCHED

LONDON, &c. VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	P. & O. S. N. Co.	On 29th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	PINGUEY	Brit. str.	BUTTERFIELD & SWIRE	On 31st inst.
LONDON, AMSTERDAM & ANTWERP	OBESTS	Brit. str.	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Frenstr.	BUTTERFIELD & SWIRE	On 26th Aug.
MARSELLLES &c. VIA PORTS OF CALL	TONIN	Ger. str.	MESSEGERIES MARITIMES	On 24th inst. at 1 P.M.
ODessa	BAYER	Iros str.	MELCHERS & CO.	On 24th inst. at Noon.
HAYRE & HAMBURG VIA STILLAGTS, &c.	SELENGA	Ger. str.	BRADLEY & CO.	About 21st inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SCHWABURG	Ger. str.	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ALESTA	Ger. str.	HAMBURG-AMERIKA LINIE	On 1st Aug.
HAYRE & HAMBURG & LIVERPOOL	SPEZIA	Ger. str.	HAMBURG-AMERIKA LINIE	On 21st Aug.
COPENHAGEN & BALTIQUE PORTS	ALCINOUS	Brit. str.	BUTTERFIELD & SWIRE	On 30th Aug.
TRIESTE &c. VIA SINGAPORE, &c.	NORDKAP	Dan. str.	MELCHERS & CO.	About 20th inst.
NAPLES, HAYRE & HAMBURG	CHINA	Aus str.	SANDER, WIELER & CO.	On 2nd Aug., P.M.
NAPLES, HAYRE & HAMBURG	SILESIA	Ger. str.	HAMBURG-AMERIKA LINIE	On 4th Sept.
GENOA, MARSEILLES & LIVERPOOL	SCANDIA	Brit. str.	HAMBURG-AMERIKA LINIE	On 18th Sept.
GENOA, MARSEILLES & LIVERPOOL	TRUCER	Brit. str.	BUTTERFIELD & SWIRE	To-morrow.
BOSTON & NEW YORK	TIDUS	Brit. str.	BUTTERFIELD & SWIRE	On 20th Aug.
NEW YORK VIA PORTS & SUEZ CANAL	JESEERIC	Brit. str.	ARNHOLD, KARBEG & CO.	About 28th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	STANDARD OIL CO.	About 17th Aug.
NEW YORK	LOWTHIR CASTLE	Am. str.	DODWELL & CO., LTD.	About 25th inst.
JOHN HARDY	ALBENGA	Am. str.	SHewan, TOME & CO.	About 20th Aug.
EMPERESS OF CHINA	TASTAR	Brit. str.	CARLOWITZ & CO.	About 25th Aug.
SHAMNUT	TELEMACHUS	Am. str.	CANADIAN PACIFIC R. CO.	On 1st Aug.
ABAHIA	PRINZ SIGISMUND	Ger. str.	DODWELL & CO., LTD.	On 8th Aug.
EMPIRE	DAEPHE	Brit. str.	BUTTERFIELD & SWIRE	On 27th inst.
SUNDA	SUNDA	Brit. str.	PORTLAND & ASIATIC S.S. CO.	On 4th Aug.
SIRRIEN	WILLEHAD	Brit. str.	MELCHERS & CO.	On 14th Aug., at Noon.
DAKOTAR	KOWLOON	Cot. str.	OSAKA SHOSEN KAISHA	On 25th inst., at Noon.
SHANBI	TAIFUAN	Brit. str.	GIBR. LIVINGSTON & CO.	End of July.
CHIASHING	CHIASHING	Brit. str.	HAMBURG-AMERIKA LINIE	About 19th inst.
NINGPO & SHANGHAI	MASAN MARU	Jap. str.	G. & O. S. N. CO.	About 27th inst.
TAMSUI VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	MELCHERS & CO.	On 1st Aug.
AMOY VIA SWATOW & AMOY	FRITHJOF	Ger. str.	SHewan, TOME & CO.	To-day.
FOOCHEW VIA SWATOW & AMOY	ZAJIDA	Brit. str.	SMESSEN & CO.	To-morrow.
SWATOW, AMOY & FOOCHEW	HAIMUN	Brit. str.	BUTTERFIELD & SWIRE	On 25th inst.
SWATOW, WEIHAIWEI, CHEFOO & TIEN TSIN	KWEICHOW	Brit. str.	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	YUENHANG	Brit. str.	SANDER, WIELER & CO.	To-morrow, at 5 P.M.
MANILA	RUBI	Brit. str.	OSAKA SHOSEN KAISHA	On 22nd inst., at 10 A.M.
MANILA	TAMING	Brit. str.	OSAKA SHOSEN KAISHA	About 23rd inst.
BANGKOK VIA SWATOW	ZAFIRO	Brit. str.	OSAKA SHOSEN KAISHA	On 25th inst.
SINGAPORE & CALCUTTA	PROTEUS	Nor. str.	JARDINE, MATHESON & CO.	On 26th inst.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	MARWBARI	Brit. str.	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
TIJIPANAS	KUMSANG	Dut. str.	JARDINE, MATHESON & CO.	On 21st inst., at 3 P.M.
			Pander	About 28th inst.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA."

Captain Blafler, will leave for the above places

TO-MORROW, the 20th inst., P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Princes' Building, Hongkong, 12th July, 1906. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON

SINGAPORE, BATAVIA,

COLOMBO, CALCUTTA,

BOMBAY, ADEN,

DJIBOUTI, EGYPT,

MARSELLLES, LONDON,

HAVRE, BORDEAUX,

MEDITERRANEAN

AND BLACK SEA PORTS.

THE Steamship

"TONKIN."

Captain Charbonnel, will be despatched for

MARSELLLES on TUESDAY, the 24th

July, at 1 P.M.

This Steamer connects at Colombo with the

Australian line, s.s. "Autolux," bound for

Marselles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

POST OFFICE NOTICES.

The *Ernest Simon*, with the French mail of the 22nd June, left Singapore on Monday, the 16th inst., at 10 a.m., and may be expected here on or about Monday, the 23rd inst. This packet brings replies to letters despatched from Hongkong on the 19th May.

MAIL WILL CLOSE

FROM	PER	DATE
Hohow and Bangkok		Thursday, 19th, 8.00 A.M.
Sutow, Amoy and Foochow		Thursday, 19th, 9.00 A.M.
Sutow, Amoy and Foochow		Thursday, 19th, 1.00 P.M.
Macao		Thursday, 19th, 1.15 P.M.
Singapore and Calcutta		Thursday, 19th, 2.00 P.M.
Kobon and Yokohama		Thursday, 19th, 3.00 P.M.
Macao		Friday, 20th, 1.15 P.M.
Singapore, Penang and Calcutta		Friday, 20th, 2.00 P.M.
Kobe		Friday, 20th, 3.00 P.M.
Sutow and Shanghai		Friday, 20th, 3.00 P.M.
Manila		Friday, 20th, 3.00 P.M.
Sutow, Chaffoo and Tientsin		Friday, 20th, 3.00 P.M.
Ningpo and Shanghai		Friday, 20th, 3.00 P.M.
Shanghai and Yokohama		Friday, 20th, 3.00 P.M.
Manila		Saturday, 21st, 11.00 A.M.
Amoy, Shanghai, Nagasaki, Kolo, Yokohama and Seattle, Wash.		Saturday, 21st, 11.00 A.M.
Macao		Saturday, 21st, 1.15 P.M.
Akai Maru		Saturday, 21st, 12.15 P.M.
Prins Sigismund		Saturday, 21st, 3.00 P.M.
Europe, &c., India via Tuticorin		Tuesday, 24th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M.) Extra Postage 10 cents)		Tuesday, 24th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Tuesday, 24th, 10.00 A.M.
Macao		Tuesday, 24th, 10.00 A.M.
Singapore, Penang and Calcutta		Tuesday, 24th, 10.00 A.M.
Manila		Tuesday, 24th, 10.00 A.M.
Sutow, Amoy, Chaffoo and Tientsin		Tuesday, 24th, 10.00 A.M.
Macao		Tuesday, 24th, 10.00 A.M.
Shanghai and Yokohama		Tuesday, 24th, 10.00 A.M.
Keeling, Shanghai, Moji, Kolo, Yokohama, Victoria and Seattle		Tuesday, 24th, 10.00 A.M.
Mauls Simounhout, Friedrich Wilhelm-in-Sea, Brisbane, Sydney and Melbourne		Tuesday, 24th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M.) Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Macao	
Singapore, Penang and Calcutta	
Manila	
Sutow, Amoy, Chaffoo and Tientsin	
Macao	
Shanghai and Yokohama	
Keeling, Shanghai, Moji, Kolo, Yokohama, Victoria and Seattle	
Mauls Simounhout, Friedrich Wilhelm-in-Sea, Brisbane, Sydney and Melbourne	

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M.) Extra Postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

The Parcel Mail closes on Friday, the 27th inst., at 5 p.m.

BRASIL, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Takao

Hengshan

Kwangtung

Kwangchow

Hengshan

Taiyuan

Zaidi

Shantou

Kowloon

Kowloon